PORT METRO vancouver

Vancouver Fraser Port Authority

Fee Document

Effective January 1, 2012

Canada

Questions? Contact **Customer Service:**

Telephone: 1.888.767.8826 (toll free)

E-mail: customer_service@portmetrovancouver.com

TABLE OF CONTENTS

1. PREFACE / NOTICE TO THE PUBLIC 4

2. VESSEL, CARGO, AND PASSENGER FEES 5

2A HARBOUR DUES FEE 5
2A01-04 TERMS AND EXCEPTIONS 5
2A05 HARBOUR DUES RATES 6

2B BERTHAGE FEES 6
2B01 TERMS AND EXCEPTIONS 7
2B06 BERTHAGE FEES: F-FRPA AND F-VPA JURISDICTIONS 8
2B07 BERTHAGE FEES: F-NFPA JURISDICTION 8

2C PASSENGER VESSEL & PASSENGER FEES 9
2C01 PASSENGER FEES 9
2C02 PASSENGER FEE REBATES – 9
2C03 SERVICES AND FACILITIES FEES 9
2C03 SERVICES AND FACILITIES FEES (continued) 10
2C04 CRUISE TERMINAL FRESH WATER SUPPLY FEE 10

2D WHARFAGE 11
2D01-06 TERMS AND EXCEPTIONS 11
2D07 F-FRPA NON-CONTAINERIZED CARGO 12
2D08 F-VPA NON-CONTAINERIZED CARGO 12
2D09 CONTAINERS (F-FRPA AND F-VPA ONLY) 13

2E GATEWAY INFRASTRUCTURE FEE 13
2E01 CONTAINERIZED CARGO 13
2E02 NON-CONTAINERIZED CARGO 14
2E03-05 TERMS AND EXCEPTIONS 14

2F TLS APPROVED TRUCK FEE 15
2F01 TERMS AND EXCEPTIONS 15

2G OTHER FEES 15
2G01 CARGO RATES (F-NFPA ONLY) 15

3. AUTHORITY SERVICES – ADMINISTRATION AND USER FEES 16

3A ENVIRONMENTAL FEES 16
3B MAINTENANCE FEES 16
3C MAPPING AND PHOTOGRAPHY FEES 17
3D OPERATIONS & SECURITY FEES 19
3E OVERDUE ACCOUNT FEES 20

3F PROJECT AND BUILDING PERMIT FEES 21
3G PROPERTY AGREEMENT DOCUMENTATION FEES 22
3H UTILITY FEES AND / OR LICENSE..... 23
3I OTHER ADMINISTRATION AND USER FEES..... 23

4. TERMINOLOGY..... 24

4A GENERAL TERMS AND CONDITIONS 24
4B DEFINITIONS 29
4C ABBREVIATIONS 34
4D CONVERSION FACTORS 35
APPENDIX..... 36
SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION..... 37
SCHEDULE "B": AIR EMISSION STANDARD RULES AND APPLICATION PROCESS 46
SCHEDULE "C": GATEWAY INFRASTRUCTURE FEE APPLICATION 48

1. PREFACE / NOTICE TO THE PUBLIC

1A This document is prepared and issued by Vancouver Fraser Port Authority (hereinafter called the "Authority") and may be cited as the "Fee Document".

1B The Authority was established on January 1, 2008 through the amalgamation of three former Lower Mainland port authorities of British Columbia. Hereinafter, these former port authorities and, where applicable, their former jurisdictions, will be referred to as follows:

- Former Fraser River Port Authority ("F-FRPA");
- Former North Fraser Port Authority ("F-NFPA");
- Former Vancouver Port Authority ("F-VPA").

1C After amalgamation, the Authority became commonly known as Port Metro Vancouver, though its legal name is Vancouver Fraser Port Authority.

1D Aside from conditions stipulated by Section 51 of the *Canada Marine Act*, this Fee Document may be amended, revoked, replaced or otherwise altered by the Authority, in its sole discretion at any time, without prior notice.

1E Information regarding facilities, terms and conditions and fees, as provided in this Fee Document, may be obtained at the following address:

Vancouver Fraser Port Authority
100 The Pointe
999 Canada Place
Vancouver, B.C.
Canada V6C 3T4

Attention: Trade Development Department

Telephone: Toll Free 1-888-767-8826
In Greater Vancouver - (604) 665-9115

Fax: 1-866-284-4271

Website: portmetrovancouver.com

E-mail: customer_service@portmetrovancouver.com

2. VESSEL, CARGO, AND PASSENGER FEES

2A HARBOUR DUES FEE

Summary: The Authority charges harbour dues to a vessel for each harbour call. Intended for recovery of investments and costs associated with harbour operations, including those contributing to harbour safety, security, and cleanliness, as well as some common user infrastructure.

2A01 The owner of every vessel calling in the Harbour must pay harbour dues to the Authority at the rates set out in section 2A05 herein which are based on the air emission standard of the vessel. The criteria and required supporting documentation for each air emission standard are set out in Schedule A, attached hereto and forming part of this Fee Document**.**

2A02 The rules and application process by which a vessel owner or its local representative applies for the gold, silver or bronze air emission standard are set out in Schedule B, attached hereto and forming part of this Fee Document.

2A03 Exemptions:

(a) Notwithstanding section 2A01 above, harbour dues are not payable in respect of a vessel:

(1) Of a non-commercial type or design that belongs to Her Majesty in right of Canada or province or to a foreign government and that is not engaged in commercial activity;

(2) Of a non-commercial type or design that is used solely for pleasure;

(3) That enters and departs the Authority's Jurisdiction within a period of twelve (12) consecutive hours without engaging in commercial activity;

(4) In distress that enters the Authority's Jurisdiction for emergency services or repair and does not engage in commercial activity;

(5) That re-enters prior to final clearance by an authorized agency or the Authority's Harbour Master's Office for its ultimate destination while on a single deep sea voyage; or

(6) Of Canadian registry that is engaged exclusively in fishing operations pursuant to a valid license to such vessel under *the Fisheries Act*, the

Northern *Pacific Halibut fishery (Convention) Act* or *the North Pacific Fisheries Convention Act.*

(b) Harbour dues are not payable in respect of the same vessel more than five times in any calendar year.

(c) All vessels exempted in this section need not submit an air emission standard application.

2A04 The Authority reserves the right, in its discretion, to determine for the purposes of harbour dues as set out in section 2A05 below:

(a) The gross registered tonnage of any vessel that has not registered gross tonnage; and

(b) Whether the air emission standard application meets the criteria set out in Schedule A and whether the required supporting documentation provided is acceptable.

2A05 HARBOUR DUES RATES PER GROSS REGISTERED TONNE (GRT) *

	Air Emission Standard	Rate
(a)	Base rate	$0.094
(b)	Bronze air emission standard vessels	$0.072
(c)	Silver air emission standard vessels	$0.061
(d)	Gold air emission standard vessels	$0.050

(e) * Minimum charge per call: $30.00

2B BERTHAGE FEES

Summary: The Authority charges a berthage fee based on the physical size of the vessel when it utilizes a berth owned by the Authority, as well as the vessel's length of stay at the berth. Such a fee also applies to vessels that are fast to or tied up alongside any other vessel occupying an Authority Property berth. Berthage fees are intended to help recover investments and costs associated with the wharf apron and berth dredging and maintenance.

2B BERTHAGE FEES (continued)

2B01 The owner of the vessel will be charged berthage fees as set out in sections 2B06 and 2B07 herein.

2B02 Berthage is assessed on the registered overall length ("LOA") of the vessel in metres and will be calculated from the time when the first line is made fast to when the last line is cast off.

2B03 For F-FRPA, in a situation where a vessel is ready for departure but must remain at berth to await a rising tide, the berthage period shall end when the vessel is ready for departure and the vessel informs the Authority or the terminal operator of this fact.

2B04 **Exemptions:** Berthage fees are not payable in respect of the following vessels:

(a) a vessel that, in the opinion of the Authority, is not of a commercial type or design and belongs to Her Majesty in right of Canada or to a foreign government;

(b) a tug that is docking or undocking another vessel;

(c) a vessel that is loading or unloading goods to or from any vessel that is paying berthage to the Authority; or

(d) a vessel that is loading or unloading cargo at Authority Property (often for subsequent reshipment), with said cargo being loaded to or received from a vessel at Authority Property paying berthage charges to the Authority.

2B05 The Authority reserves the right, in its discretion, to determine for the purposes of berthage fees the length of any vessel.

2B BERTHAGE FEES (continued)

2B06 BERTHAGE FEES: F-FRPA AND F-VPA JURISDICTIONS

(a) Canada Place

(1) $9.46 x length of vessel (in metres) for the first 12 hour period or portion thereof;

(2) $0.84 x length of vessel (in metres) per hour or portion thereof after the 12th hour.*

(* subject to a discounted rate for the second and subsequent whole 12 hour period(s) of $9.27 x length of vessel (in metres))

ALL OTHER TERMINALS

(b) Coastal Vessels:

$0.112 per hour or portion thereof x length of vessel (in metres) *
[* minimum charge per vessel: $71.26]

(c) Tugs, Fishing Vessel, and Private Yachts:

$0.11 per hour or portion thereof x length of vessel (in metres)*
[* minimum charge per vessel: $70.00]

Deep Sea Vessels:

(d) Working Period

$0.415 per hour or portion thereof x length of vessel (in metres)*
[* minimum charge per vessel: $305.40]

(e) Non-working period

$0.153 per hour or part thereof x length of vessel (in metres)*
[* minimum charge per vessel: $305.40]

Non working periods are presently Labour Day, noon Christmas Eve to Midnight Christmas Day, and noon New Years Eve to Midnight New Year's Day.

2B07 BERTHAGE FEES: F-NFPA JURISDICTION

Scows - $90.00 per day

2C PASSENGER VESSEL & PASSENGER FEES

2C01 PASSENGER FEES

Summary: These fees are charged in order to recover investments and costs associated with provision of cruise terminal facilities and infrastructure.

(a) The passenger fees set out in sub-section (b), below, will be payable by the owner and shall apply to each passenger embarking, disembarking, in-transit and overnighting on a vessel at Authority Property.

(b) The passenger fees are set forth as follows:

		Friday / Saturday / Sunday / Monday	Tuesday / Wednesday / Thursday
(1)	For each embarking passenger	$11.75	$11.25
(2)	For each disembarking passenger	$11.75	$11.25
(3)	For each in-transit passenger, or overnighting passenger per day	$11.75	$11.25

2C02 PASSENGER FEE REBATES – set forth as follows:

(a)	for the first 15,000 passengers	$ 0.00 each
(b)	for the 15,001st to the 45,000th passenger	$ 0.25 each
(c)	for the 45,001st to the 75,000th passenger	$ 0.50 each
(d)	for the 75,001st to the 105,000th passenger	$ 0.75 each
(e)	for the 105,001st passenger and beyond	$ 1.00 each

2C03 SERVICES AND FACILITIES FEES - Intended for recovery of investments and costs associated with provision of cruise berths and infrastructure.

(a) Services and facilities fees set out in sub-section (g) herein are payable by the owner of every passenger vessel berthed at Authority Property that arrives and/or departs with passengers.

(b) Subject to sub-sections (c) through (f) that follow, the services and facilities fees in sub-section (g) will be assessed in respect of a passenger vessel for the period of time commencing when the first line is made fast and ending when the last line is cast off.

2C PASSENGER VESSEL & PASSENGER FEES (continued)

2C03 SERVICES AND FACILITIES FEES (continued)

(c) Where a passenger vessel arrives and immediately enters a working period, the services and facilities fees will be calculated from the time the first line is made fast to the end of the working period if the passenger vessel enters a layover period immediately thereafter.

(d) Following a layover period where a passenger vessel then enters a working period, services and facilities fees will be calculated from the commencement of the working period to when the last line is cast off;

(e) Services and facilities fees are calculated to no less than a 12 hour period;

(f) Where a passenger vessel departs with passengers following a layover, services and facilities fees will apply for each 12-hour period during which passengers have access to the vessel before the last line is cast off;

(g) Services and facilities fees are as follows:

		Friday / Saturday / Sunday / Monday	**Tuesday / Wednesday / Thursday**
(1)	For the first 12 hour period or portion thereof. *	$23.00 x length of vessel (in metres)	$22.00 x length of vessel (in metres)
(2)	For each subsequent hour up to a maximum of $22.00 x length of vessel (in metres) for each whole 12 hour period or periods.*	$2.00/hour x length of vessel (in metres)	$2.00/hour x length of vessel (in metres)

* Rates calculated based on vessel arrival date.

2C04 CRUISE TERMINAL FRESH WATER SUPPLY FEE: This fee shall be payable by the owner of every passenger vessel for supply of fresh water and is set forth as follows:

Fresh water supplied to vessels……..$1.90 per tonne*

* Subject to change as per updates to City of Vancouver rates

2D WHARFAGE

Summary: Wharfage is a fee for cargo, good, and container handling at Authority Property. The fee is based on the weight or measurement of the cargo and is variable by cargo type and/or commodity. Wharfage fees are intended to help recover investments and costs associated with the provision of port infrastructure and services to handle cargo.

2D01 Subject to Sections 2D04 and 2D05 herein, wharfage fees on laden containers, both export and import, are charged as set out in section 2D09. Wharfage fees for non-containerized cargo are charged as set out in sections 2D07 and 2D08.

2D02 Wharfage fees on laden containers are payable by the owner of the vessel, and wharfage fees for non-containerized cargo are payable by the owner of the goods.

2D03 The Authority reserves the right to classify any goods and the Authority's decision in this regard shall be final and binding.

2D04 Wharfage will not be assessed more than once in respect of transshipped cargo (including laden containers). Furthermore, transshipped containers will be charged wharfage fees once at the applicable export rate.

2D05 Where cargo (including laden containers) is transferred overside on the offshore side of a vessel from vessel to vessel, unloaded overside from vessel directly to the water or loaded from the water directly to a vessel, it is subject to a 50% reduction to this fee.

2D06 Exemptions: no wharfage fees will be charged in respect of the following:

(a) ship's stores and bunker fuel used solely for a vessel that is loading or unloading goods or paying berthage in respect of Authority Property, provided the Authority does not issue a receipt for the stores and fuel;

(b) repair materials, lining or ballast delivered to and for the sole use of a vessel loading or unloading goods or paying berthage in respect of Authority Property; or

(c) empty containers, unless carried for and charged by a vessel, in which case the applicable non-containerized cargo wharfage rate will apply.

2D WHARFAGE (continued)

2D07 F-FRPA NON-CONTAINERIZED CARGO

Fees for non-containerized cargo handling at Authority Property for the F-FRPA jurisdiction are set forth in the following table:

	Commodity	Unit	Rate per Unit
(a)	**Breakbulk: Logs**	MFBM Scribner	$3.05
(b)	**Breakbulk: Lumber**	MFBM	$1.27
(c)	**Breakbulk: Woodpulp**	Tonne	$1.12
(d)	**Bulk: Dry**	Tonne	$0.56
(e)	**Bulk: Liquid**	Tonne	$0.41
(f)	**All Other NOS (Not Otherwise Specified)**	Tonne	$1.12*

* - Wharfage basis on tonnes or volume (cubic metre) whichever is greater

2D08 F-VPA NON-CONTAINERIZED CARGO

Fees for non-containerized cargo handling at Authority Property for the F-VPA jurisdiction are set forth in the following table:

	Commodity	Unit	Rate per Unit
(a)	**Breakbulk: Logs**	MFBM Scribner	$4.61
(b)	**Breakbulk: Lumber**	MFBM	$2.56
(c)	**Breakbulk: Woodpulp**	Tonne	$2.25
(d)	**Bulk: Dry**	Tonne	$0.56
(e)	**All Other NOS (Not Otherwise Specified)**	Tonne	$2.36

2D WHARFAGE (continued)

2D09 CONTAINERS (F-FRPA AND F-VPA ONLY)

Fee for handling containers at Authority Property for the F-FRPA and F-VPA jurisdictions are set forth in the following table:

	Rate by Direction per TEU	F-FRPA	F-VPA
(a)	Import Laden (full)	$18.32	$36.55
(b)	Export Laden (full)	$13.23	$26.06

2E GATEWAY INFRASTRUCTURE FEE

Summary: The Authority is supporting the Gateway Infrastructure Program which includes the development of seventeen infrastructure projects in three trade areas, being the Roberts Bank Rail Corridor, North Shore Trade Area and South Shore Trade Area, each as described in Schedule "C" attached hereto. These infrastructure projects are expected to increase efficiency and productivity in the supply chain. The Gateway Infrastructure Fee is intended to enable the Authority to recover 90% of its investments and costs associated with the Gateway Infrastructure Program from users who will benefit from the trade area infrastructure improvements.

As set out in 2E01 and 2E02 below, the Gateway Infrastructure Fee differs as between containerized and non-containerized cargo and further varies by trade area to reflect the different levels of the Authority's investment in each trade area.

2E01 CONTAINERIZED CARGO

The Gateway Infrastructure Fee for laden containers is payable by the owner of the vessel on volumes exported or imported from a vessel over the wharf.

Gateway Infrastructure Fee – Fee Payable per TEU				
Trade Area	**2011**	**2012**	**2013**	**2014**
North Shore Trade Area	$0.50	$0.50	$1.00	$1.00
South Shore Trade Area	$0.50	$0.50	$1.00	$1.00
Roberts Bank Rail Corridor	$0.30	$0.30	$0.60	$0.60

2E02 NON-CONTAINERIZED CARGO

The Gateway Infrastructure Fee for non-containerized cargo is payable by the owner of the cargo based on cargo tonnage loaded to or unloaded from a vessel over the wharf.

Gateway Infrastructure Fee				
Trade Area	**2011**	**2012**	**2013**	**2014**
North Shore Trade Area				
- Breakbulk lumber rates per MFBM	$0.07	$0.07	$0.14	$0.14
- Breakbulk log rates per MFBM-Scribner	$0.19	$0.19	$0.38	$0.38
- Other cargo rates per metric tonne	$0.05	$0.05	$0.10	$0.10
South Shore Trade Area				
- Cargo rates per metric tonne	$0.05	$0.05	$0.10	$0.10
Roberts Bank Rail Corridor				
- Cargo rates per metric tonne	$0.03	$0.03	$0.06	$0.06

2E03 The Gateway Infrastructure Fee is payable on a monthly basis and within thirty (30) days of the invoice date. The Gateway Infrastructure Fee will be invoiced and collected, as determined by the Authority, in its sole discretion, either directly by the Authority or by the terminal operators identified on Schedule "C" attached hereto acting on behalf of the Authority.

2E04 The Gateway Infrastructure Fee will not be assessed more than once in respect of transshipped cargo (including laden containers).

2E05 Exemptions: The Gateway Infrastructure Fee is not payable in respect of the following:

(a) ship's stores and bunker fuel used solely by a vessel that is loading or unloading goods;
(b) repair materials, lining or ballast delivered to and for the sole use of a vessel that is loading or unloading goods; or
(c) empty containers.

2F TLS APPROVED TRUCK FEE

Summary: The TLS Approved Truck Fee applies to all container drayage trucks identified and approved pursuant to a license or permit to haul into, within or out from Authority Property under the Truck Licensing System ("TLS"). The fee is intended to help recover costs associated with the administration of the TLS and the sustainability of the container drayage sector.

2F01 The TLS Approved Truck Fee is payable in advance by the TLS license or permit applicant in the amount of $300.00 per truck prior to the approval and/or annual re-approval of a truck in the TLS.

2G OTHER FEES

2G01 CARGO RATES (F-NFPA ONLY)

	Commodity	Unit	Rate per Unit
(a)	**Fish and Fish Products**	Tonne	$0.068686
(b)	**Logs ***	MFBM	$0.064308
(c)	**Woodpulp**	Barge or Scow	$36.73
(d)	**All Other NOS (Not Otherwise Specified)**	Barge or Scow	$36.73

* - Log charges are to be paid by the owner of the flats and/or bundles at the time of entry into Authority Jurisdiction

3. AUTHORITY SERVICES – ADMINISTRATION AND USER FEES

3A ENVIRONMENTAL FEES

3A01	Review of Environmental Testing/Analysis	$ 200.00

3B MAINTENANCE FEES

	Class	Straight Time ($/hour)	Overtime ($/hour)
3B01	Labour – All Job Classifications	$72.00	$89.00

	EQUIPMENT FEES ($/hour)	
3B02	3-Ton Super Duty Dumper	$15.00
3B03	5-Ton Flat Deck c/w Chassis Mounted Crane	$30.00
3B04	Bucket Truck	$40.00
3B05	Forklift	$10.00
3B06	10-Ton - Terex Crane	$50.00
3B07	Backhoe	$30.00
3B08	Pickup Trucks	$10.00
3B09	Cargo/Passenger Vans	$10.00

3C MAPPING AND PHOTOGRAPHY FEES

3C01 Digital Line Mapping

Line mapping is available in .dwg, .shp or .dxf formats. If required, a pdf file can also be provided.

Year	Burrard Inlet	Indian Arm	False Creek	Roberts Bank
1994	All	South End	n/a	n/a
1995	n/a	All	n/a	n/a
1997	All	South End	n/a	All
2000	All	All	All	All
2005	All	All	All	n/a

3C02 Digital Orthophoto Mapping

Orthophoto mapping is available in .tif format. As an alternative, it can be provided in compressed MrSid format.

Year	Burrard Inlet	Indian Arm	False Creek	Roberts Bank
1994	All (25cm B/W)	South End (25cm B/W)	n/a	n/a
1995	n/a	All (50cm B/W)	n/a	n/a
1997	All (20cm B/W)	All (20cm B/W)	n/a	All (20cm B/W)
2000	All (16cm B/W)	All (16cm B/W)	All (16cm B/W)	All (16cm B/W)

3C MAPPING AND PHOTOGRAPHY FEES (CONTINUED)

Year	Burrard Inlet	Indian Arm	False Creek	Roberts Bank
2002	n/a	n/a	n/a	All (15cm Colour)
2005	All (7.5cm Colour)	All (10cm Colour)	All (7.5 Colour)	n/a
2006	n/a	n/a	n/a	All (10cm Colour)

	Item	Price per square km	Burn on CD (per disc)	Mailing Charge	Minimum Charge
3C03	Line Mapping	$100.00	$20.00	$5.00	$50.00
3C04	Orthophoto Mapping	$100.00	$20.00	$5.00	$50.00
3C05	Additional Work *			$100.00 per hour	

* *The prices quoted for 3C03 & 3C04 include cropping standard mapping to the required geographical limits, but do not include any additional work which will be charged as per item 3C05.*

3D OPERATIONS & SECURITY FEES

	Labour ($/Hour)	Regular Time	Overtime
3D01	Director, Operations & Security	$135.00	$170.00
3D02	Deputy Harbour Master	$108.00	$135.00
3D03	Security Manager	$108.00	$135.00
3D04	Security Specialist	$ 80.00	$100.00
3D05	Boatmaster	$ 80.00	$100.00
3D06	Marine Operations Coordinator	$ 80.00	$100.00
3D07	Patrol Officer	$ 55.00	$ 65.00

Equipment

3D08	Vessels per hour (including fuel)	$120.00
3D09	Oil spill containment equipment – per foot per hour (max. $2.00 per foot per day)	$ 0.15

Fenders (camels)

3D10	Wooden	$25.00/day
3D11	Yokohamas	$15.00/day

Overhead

3D12	Applicable on purchased materials and services:	Cost + 10%

Application Fees – Fraser River (Main, North & Middle Arm)

3D13	Barge Loading & Unloading from Riverbanks	$300.00
3D14	Explosive Permits (North & Middle Arm only)	$300.00

Land Operations

3D15	Container Truck License Fee	$ 210.00
3D16	Truck Congestion Fee (per Truck)	$ 30.00

3D OPERATIONS AND SECURITY FEES (continued)

Proximity Card Fees

3D17	Cost per Card	$ 5.00
3D18	Annual Activation Fee	$10.00

Other Services

3D19	Lay-by moorage: F-FRPA	$3.30 per metre per day
3D20	Environmental Contingency: F-FRPA	1%
3D21	Deadhead Recovery on request: F-NFPA	$75.00

Debris Disposal: F-NFPA

3D22	In Harbour, per section	$800.00
3D23	Out of Harbour, per section	$1,500.00

Habitat Compensation Banks (per square metre)

3D24	F-FRPA	$100.00
3D25	F-NFPA	$129.00

3D26	Inbound Log Surcharge: F-NFPA Per section, flat or bundle *	$3.50

* *to be paid by the owner of the flats and/or bundles at the time of entry into the VFPA waterway jurisdiction*

3D27	Log Cleanup Fee: F-FRPA Timberland basin – per MFBM Scribner	$0.25
3D28	Log Transit Storage Fees: F-NFPA, over 72 hours	$25.00 per section

3E OVERDUE ACCOUNT FEES

3E01	Interest Rate	18% per annum, simple interest 1.5% per month

3F PROJECT AND BUILDING PERMIT FEES

Applicants should contact the Planning & Development Department to discuss their proposal and application requirements prior to submitting an application. If necessary, a pre-application meeting will identify requirements specific to the proposal and issues that may be expected to arise in the review process.

For further details, please refer to the Project Review Guide on the Port Metro Vancouver website (portmetrovancouver.com) under the Projects and Planning section.

Project Permit

(including Environmental Assessment Procedure where applicable)

3F01	Planning Review	$500.00 @
3F02	Planning Review with Consultation *	$2,500.00 @
3F03	Documentation Deposit Refundable in full with interest upon submission of all required record drawings	1% of project cost (Min: $1,500, Max: $10,000)
3F04	Building Permit	Cost plus 10% @

Notes:

@ Does not include applicable federal, provincial or municipal taxes. Such taxes are to be included in fee payment where required.

* Applicants are also responsible for all costs related to additional public consultation activities, such as flyers, advertisements and public open house expenses.

3G PROPERTY AGREEMENT DOCUMENTATION FEES

Lease

3G01	Long Form Lease	$500.00
3G02	Short Form Lease	$300.00
3G03	Renewal or Surrender of Lease (at customer's request)	$200.00
3G04	License (all types)	$300.00

Agreement

3G05	Short Term Use (for filming or general purposes)	15% of total rental amount (Min. $105.00 to Max. $315.00)
3G06	Easement	$300.00
3G07	Right of Way	$300.00
3G08	Discharge of Easement or Right of Way	$200.00
3G09	Waiver and Indemnity	$ 0.00
3G10	Consent to Assignment or Mortgage (Long Form Lease)	$500.00 plus costs
3G11	Consent to Assignment or Mortgage (Short Form Lease, License, Seasonal License, Easement, Right of Way)	$300.00
3G12	Consent to Sublease or Sub-License	$300.00
3G13	Amendment of any of above documents	$250.00

3H UTILITY FEES AND/OR LICENSE

3H01	Water Supply	Municipal rates plus 10%
3H02	Sewer Supply	Municipal rates plus 10%
3H03	Meters & Other	Municipal rates plus 10%
	ELECTRICITY	
3H04	Supply	BC Hydro rates plus 15%
3H05	Transformer	BC Hydro rates plus 10%
3H06	Other	BC Hydro rates plus 15%
	NATURAL GAS	
3H07	Supply	Fortis/Terasan Gas rates plus 10%

3I OTHER ADMINISTRATION AND USER FEES

3I01	Photocopying (per page)	$0.20

4. TERMINOLOGY

4A GENERAL TERMS AND CONDITIONS

4A01 APPLICATION

(a) The Fee Document is published by the Authority in accordance with the *Canada Marine Act* as notification of the Authority's fees and charges, and specifically how they apply.

(b) Fees and terms may be amended, revoked or replaced by the Authority upon sixty days notice if section 51 of the *Canada Marine Act* applies to them. Any other fees and terms of this Fee Document may be amended or revoked by the Authority without prior notice.

(c) The Fee Document applies within the navigable waters and real property under the jurisdiction and management of the Authority as described in its Letters Patent.

4A02 EXEMPTIONS

A Canadian warship, naval auxiliary ship or other ship under the command of the Canadian Forces, a ship of a visiting force within the meaning of the *Visiting Forces Act* or any other ship while it is under the command of the Royal Canadian Mounted Police are exempted from paying the vessel fees contained in section 2 of this document.

4A03 RIGHT TO REFUSE CARGO, CONTAINERS OR GOODS

The Authority reserves the right, without responsibility for demurrage, loss, or damage attaching, to refuse to accept, receive, unload or to permit Operators, ocean and inland carriers to discharge cargo, containers or goods.

4A04 COMPULSORY REMOVAL OF GOODS

(a) The Authority may, by written notice to the assigned Operator of cargo, containers or goods that are on Authority Property, require the removal of the cargo, containers or goods at the Operator's expense and risk. Upon receipt of such notice, the Operator shall remove the cargo, containers or goods forthwith from Authority Property.

(b) The Authority may, at the risk and expense of the owner of goods, either store or remove or transfer to another location within the Authority's Jurisdiction any cargo, containers or goods, which, in the opinion of the Authority, is offensive or hazardous, or which, by its very nature, is liable to endanger persons, Authority Property or facilities, or to damage other cargo, containers or goods situated on Authority Property.

4A05 SECURITY

Operators, ocean and inland carriers, and other users within the Authority's Jurisdiction shall require their members to comply with any security procedures established by the Authority and any security laws, statues, and regulations in force while on or using the Authority's Property.

4A06 LIABILITY

(a) **Cargo, Containers and Goods:** It is a condition of the use of any Authority Property referred to in this Fee Document that the Authority shall not be liable for any loss or destruction of or damage to any goods or property unless:

(1) the loss, destruction, damage or injury, whether direct or indirect, occurred solely as a result of the negligence of an officer or employee of the Authority, acting within the scope of their duties or employment; and

(2) Legal proceedings to enforce a claim for such loss, destruction or damage are instituted within one (1) year from the time the loss, destruction or damage was incurred.

(b) Notwithstanding the generality of sub-section (a) above, it is a condition of the use of any Authority Property referred to in this Fee Document that the Authority is not liable for any loss or destruction of or damage to any goods or property in any amount exceeding the lesser of either of the following:

(1) the landed cost of the goods, including invoiced cost, as paid to the supplier, plus freight, insurance and any duty paid and which is not refundable; or

(2) one hundred dollars ($100.00) per package or per customary freight unit, unless the nature and value of the goods is declared in writing to the Authority at or before the time the goods are received on Authority Property.

(c) **Injury to Persons (Including death) and Property Damage:** The Authority shall not be liable for the death of or personal injury to any person, including but not limited to persons in the employ of the Operator, persons associated with the transfer and handling of cargo, containers or goods, and/or vessel passengers and crew, visitors, invitees and other person, unless such personal injury or death occurs directly and solely as a result of the proven negligence or willful misconduct of the Authority, or an officer or employee of the Authority while acting within the scope of their duties or employment.

(d) **Owner's Risk:** Every vessel, float, derrick, pile driver, barge or section of logs or part thereof that occupies a berth at Authority Property is at the Owner's risk while so berthed.

(e) Notwithstanding sub-sections (a), (b) and (c), it is a condition of the use of Authority Property that the Authority and its officers and employees shall in any event be entitled to the same exceptions, exemptions, restrictions and limitations with respect to liability as are set out in the carrier's favour in any bill of lading or similar document relating to the passenger or goods in question.

4A07 DANGEROUS GOODS

The acceptance, handling or storage of dangerous goods within the Authority's Jurisdiction, including goods that are to be loaded, discharged or remain on board a vessel (including barges), is subject to obtaining prior approval from the Authority. Such goods are to be handled in compliance with applicable Dangerous Goods codes, regulations, and Acts. For more information, please refer to the Harbour Operations Manual available in the Ports Users/Manuals & Regulations section of the portmetrovancouver.com website.

4A08 USE OF PORT DEEMED ACCEPTANCE

The Fee Document is binding upon any person entering the Authority's Jurisdiction or using Authority Property regardless of their knowledge. Entrance or use constitutes complete acceptance of the Fee Document, its revisions or supplements and the terms and conditions set forth therein.

4A09 CHARGES GENERALLY

(a) The charges prescribed by the Fee Document are in addition to any other tariff, notice or law, or any other charges that may be owing to the Authority.

(b) The fees prescribed in this document do not include applicable federal, provincial or municipal taxes. Such taxes will be added to invoices where required.

(c) All invoices issued by the Authority for Administration and User fees and charges, as provided in section 3 of the Fee Document, shall be subject to a minimum billing charge of $35.00.

4A10 CHARGES IN CANADIAN FUNDS

All fees are quoted in Canadian dollars.

4A11 CHARGES PAYABLE TO WHOM

All fees and charges are payable directly to the Authority or to the assigned Operator of the Authority Property at which the vessel, cargo, containers or goods are handled or passengers have transited. The Operator of the Authority Property collects the fees on behalf of the Authority.

4A12 PAYMENT OF FEES

(a) The fees prescribed herein are due and owing by the owner to the Authority (or party shown on the invoice), within thirty (30) days of the invoice date and are in addition to any other fees that may be owing to the Authority or which are prescribed by any other Authority By-Law or notice.

(b) The fees herein are due and owing on or before the date shown on the invoice and, where any fee is not paid within the time specified in sub-section (a) above, interest at the rate of one and one-half percent per month (eighteen percent per annum), or portion thereof, shall be payable on the unpaid balance. Interest shall be calculated from the date when the fees become due and owing and shall accrue and be payable by the owner without the necessity of any demand therefore.

(c) Where any fees prescribed herein are owing in respect of any goods, those goods shall not be removed from Authority Property until the fees have been paid or arrangements for payment have been made to the satisfaction of the Authority.

4A13 WEIGHTS AND MEASUREMENTS

Weights and measurements shown on shipping documents are subject to verification by the Authority and the actual scale weight or measurement of the shipment as determined by the Authority will govern rating and billing.

4A14 DOCUMENTATION

(a) Complete documentation, including bills-of-lading, in respect of inward and outward cargo (including laden containers) of a vessel shall be provided by the owner of the vessel, to the Authority and/or its representatives, and/or service contractors or tenants, three (3) full working days before the cargo or container is unloaded, and seven (7) full working days after the cargo or container is loaded. Documentation for containers shall include the container size and the container number. The Authority shall not be required to provide a berth in respect of a vessel unless it has received complete documentation in respect of inward cargo of that vessel at least three (3) full working days before the cargo or container is unloaded.

(b) The passenger vessel owner will provide complete documentation in respect of a vessel to the Authority within seven (7) days of the arrival of the passenger vessel in the Harbour.

4A15 FEE DOCUMENT EFFECTIVE DATE

The fees, charges, rules and regulations named in the Fee Document shall apply to all traffic and cargo on or after the effective date as shown on each page of the Fee Document.

4B DEFINITIONS

Unless the context is inconsistent therewith, the terms defined hereunder when used in this Fee Document shall have the following meanings:

"affiliated compan(y)(ies)" is given the same meaning as "affiliated bodies corporate" in the *Canada Business Corporations Act*.

"air emission standard application" means the online application form provided by the Authority for vessel owners or their local representatives to complete in order to apply for an air emission standard for a particular vessel by which its harbour dues are calculated.

"Authority" means the Vancouver Fraser Port Authority, (DBA Port Metro Vancouver), and includes the officers, employees, servants and agents of the Vancouver Fraser Port Authority.

"Authority Jurisdiction" includes the navigable waters of Burrard Inlet, Indian Arm, English Bay and the lower reaches of the Fraser River, commencing at Kanaka Creek. This jurisdiction is more specifically described in the Authority's Letters Patent.

"Authority Property" means those facilities commonly known as Ballantyne, Canada Place, Centerm, Deltaport, Fraser Surrey Docks, Lynnterm East Gate, Lynnterm West Gate, Main Street Dock, Vanterm and any other facility in the Authority's Jurisdiction that is owned or operated by or on behalf of the Authority and that is used for the commercial movement of cargo and/or passengers.

"barge" A box-shaped vessel propelled by a towboat used to transport goods on waterways.

"berth" means a wharf, pier, other marine structure or property used for mooring vessels.

"berthage fees" means the fees prescribed in section 2B in respect of a vessel that occupies a berth or is fast to or tied up alongside any other vessel occupying a berth at Authority Property.

"bill of lading" means the bill of lading issued by the ocean carrier to distinguish a single shipment of goods or cargo carried by the vessel.

"breakbulk cargo" means cargo which transits Authority Property in units or packages (not including containers).

"bulk cargo" means any liquid, nodule, particle or granulated cargo which transits Authority Property in bulk without packaging.

"cargo" means merchandise conveyed by a mode of transportation such as an ocean vessel.

"carrier" means a party engaged in the transport of cargo, containers, and/or passengers.

"coastal vessel" means a cargo vessel that solely loads or unloads cargo at both geographic areas listed in sub-section (a) and (b) immediately below:

(a) The Authority's Jurisdiction; and

(b) Either sub-section (1), (2) or (3) immediately below:
  (1) Another facility in the Authority's Jurisdiction;
  (2) Any other port or ports along the west coast of British Columbia;
  (3) Washington state and/or Oregon state in the United States of America.

"container" means a freight container complying with ISO standards which has been designed for the carriage of goods and cargo by one or more modes of transport. It is a single rigid, intermodal, dry cargo, insulated, refrigerated, flat rack, platform, liquid tank, or open-top container unit, demountable, without wheels or chassis attached, furnished with unique identification numbers and markings. Unless specified herein, this term refers to both empty and laden containers. Containers have construction fittings and fastenings, compatible with the lifting beams of container handling equipment, to be able to withstand, without permanent distortion, all of the stresses that may be applied when lifted by container handling equipment.

"containerized cargo" means cargo in containers between vessels and inland carriers or vice versa, vessel to vessel, to or from a warehouse or between inland carriers in a container.

"Cruise Line" means a common carrier of passengers, for a charge, but does not include a consortium or an affiliated company.

"export" (aka "outbound") means the movement of containers, cargo or goods from an inland carrier to a place of rest on Authority Property and its subsequent transfer onto a vessel.

"goods" means any cargo, livestock or other animals, commodity, thing or product within the Harbour to be transported by ship, whether incoming or outgoing, whether loaded, unloaded, stored or handled, whether containerized or not and whether carried under a bill of lading or not.

"gross registered tonnage/tonne" (GRT) means the gross tonnage stated in the certificate of registry or tonnage certificate of a ship and where the ship has more than one gross registered tonnage, means the largest gross registered tonnage of that ship.

"Harbour" means all the navigable waters described in the Vancouver Fraser Port Authority's Letters Patent.

"harbour dues" means the fees calculated as set out in section 2A05 in respect of a vessel calling the Harbour.

"import/inbound" means the movement of containers, cargo or goods from a vessel to a place of rest on Authority Property, and its subsequent transfer to an inland carrier.

"inland carrier" means a railway company, rail carrier, truck carrier, cartage company, tug and barge company operating within the coastal waters of British Columbia, a private carrier, or any other transport vehicle that receives or delivers containers, cargo or goods discharged from or to be loaded to vessels.

"layover" means that period of time when a passenger vessel is not in a working period. The Authority must pre-approve in writing all periods of layover, or the passenger vessel owner will be deemed to be in a working period and subject to the services and facilities fees.

"length over all" (LOA) means the maximum length overall of the vessel in metres as stated on the certificate of registry or an alternate certified document that declares the maximum length of the vessel.

"MFBM" means 1000-foot board measure.

"non-working period(s)" for the purposes of calculation of berthage fees in section 2B are limited to: Christmas Day, New Years Day and Labour Day, always subject to the vessel in fact not being worked, meaning there is no loading or unloading of cargo and/or passengers.

"Ocean Carrier" means vessel owners, their agents, employees or charterers.

"Operator" means an organization that is contracted with the Authority as the authorized party to perform cargo and container handling activities on Authority Property. An Operator includes service and management contractors of the Authority.

"outbound" (aka "export") means the movement of containers, cargo or goods from an inland carrier to a place of rest on Authority Property and its subsequent transfer onto a vessel.

"owner" means the person who owns property and, for greater certainty, includes:
(a) in the case of a vessel or shipping or cruise line: the agent, charterer by demise, master or person in apparent control of the vessel; or
(b) in the case of goods: the agent, sender, consignee or bailee of the goods, or the carrier of goods to, upon, over or from Authority Property.

"passenger" means all persons travelling on board vessels with the exception of the crew of such vessels. For greater clarity, anyone not listed on the crew list is considered a passenger.

"passenger fees" means a fee imposed in respect of each passenger for the use of Authority Property in accordance with fees set forth in section 2C or a fee described as a Composite Passenger Fee and as set forth in a bulletin published by the Authority to Cruise Lines.

"scribner" means the quantity of one inch boards (Board Measure, abbreviated to BM) of sawn lumber configured in the cross section of a log measured at its smallest end, allowing for ¼ inch saw kerf between each board, multiplied by the length of the log to the nearest full foot. The sum of the calculation is the quantity of BM of sawn lumber contained in the log as determined by a certified log scaler.

"services and facilities fees" means those fees assessed against an owner of a passenger vessel for the use of Authority Property for the movement of passengers, goods, and stores.

"shipment" means a single consignment of cargo and goods tendered on one shipping document at one time from one point of origin by one shipper for one consignee to one point of destination. A shipment which is transported by a vessel is distinguished by a separate bill of lading issued by the ocean carrier.

"shipping line" means a common carrier of goods, for a charge, but does not include a consortium, shipping conference, affiliated companies or a vessel sharing agreement.

"stores" means vessel supplies.

"TEU" means the standard conversion basis of comparing container loads based on length measurement.
(a) Containers with a length less than 40 feet shall be equal to 1 TEU;
(b) Containers with a length equal to or greater than 40 feet but less than 45 feet shall be equal to 2 TEU's;
(c) Containers with a length equal to 45 feet shall be equal to 2.25 TEU's;
(d) TEU measure for containers with a length greater than 45 feet shall be determined by dividing the length, in feet, by twenty to the nearest second decimal point.

"tonne" means, with reference to weight, one thousand (1,000) kilograms, and, with reference to measurement, one cubic metre. In the case of charges for cargo not otherwise specified (NOS), the charges in this tariff shall be calculated on whichever of the weight or measurement of the cargo yields the greater revenue.

"transshipment" means to transfer cargo from one vessel to another for further transportation to another port with said transfer occurring completely on Authority Property; in the case of laden containers, without the containers being destuffed or altered in form or composition. "Transshipped" shall have a corresponding meaning.

"vessel" means any ship, barge or floating craft that engages in commercial activity.

"wharf" means a pier or other marine structure, property, facility or an anchorage used for the transfer of cargo and goods.

"working period(s)" means all other period or periods of time outside those deemed non-working periods as defined earlier in this section. In the case of passenger vessels, this also means those period or periods of time when the passenger vessel is loading or unloading passengers, stores or both, usually signified by a ramp or gangway being in position.

4C ABBREVIATIONS

The abbreviations in this Fee Document carry the following meanings:

F-FRPA	Former Fraser River Port Authority
F-NFPA	Former North Fraser Port Authority
F-VPA	Former Vancouver Port Authority
GRT	Gross Registered Tonnage/Tonne
LOA	Length Over All (in metres)
MFBM	One Thousand Foot board Measure
NOS	Not Otherwise Specified, specifically in reference to goods and cargo
TEU	Twenty-foot Equivalent Unit

4D CONVERSION FACTORS

The following conversion factors will be used to convert weight and measurement or other values when needed to apply the applicable fee(s) contained in this Fee Document:

Converting From			***Converting To***
Kilogram (kg): one	Equals	2.2046	Pounds
Litre (L): one	Equals	0.2200	Imperial Gallons
	Or	0.2642	U.S. Gallons
Metres (m): one	Equals	3.2808	Feet
Metric Tonne (mt): one	Equals	1,000	Kilograms
	Or	2,204.6	Pounds
	Or	1.1023	Short Tons
	Or	0.9842	Long Tons
MFBM: one	Equals	1,000	Foot Board Measure (FBM)

APPENDIX

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION

A1. The criteria and supporting documentation required for a vessel to be eligible to qualify for the Authority's gold, silver or bronze air emission standards are outlined in the corresponding tables below.

SA01: Gold

Category	Emission Reduction Measure		Required Supporting Documentation
	Option	Details	
SA01a: Shore Power[1]	Ship-side Infrastructure in place to connect to electricity grid and shut engines down	• At dock[4] • All engines (excluding boilers)	To be provided during on-board inspection: • Visual confirmation by VFPA boat crew of ship-side infrastructure such as: o Cable reels if on-board o Plugs, wiring and controls to accept cable line from shore • As required, the following information: o What is the maximum total power demand for the vessel? o What is the maximum total power the vessel's shore power can supply? o Where (what port) has the vessel hooked up to shore power in the past and when? o Photos of the shore power set up may also be taken by the VFPA boat crew, including the electrical cabinet showing the amperage and voltage for the system

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

SA01: Gold (continued)

Category	Emission Reduction Measure		Required Supporting Documentation
	Option	Details	
SA01b: Fuel Quality[2]	Use of distillate fuel with ≤ 0.5% sulphur content	• At anchor and at dock[4] • Auxiliary engines	To be provided during on-board inspection: • Bunker delivery note(s): o Fuel type and sulphur content for fuel used at anchor and at dock • Fuel/engine log showing: o Time fuel switch to ≤ 0.5% sulphur distillate fuel took place
SA01c: Ship Classification Society Environmental Designation[3]	Lloyd's Register (LR)	• EP-S,N • EP-S,V (tankers) • EP-N,V (tankers)	To be attached to application and to be provided during on-board inspection: • Certificate of Classification • Other Certificates (as applicable)
	Nippon Kaiji Kyokai (Class NK)	• EA + SOx + NOx • EA + SOx + VOC (tankers) • EA + NOx + VOC (tankers)	
	Det Norske Veritas (DNV)	• Clean (tankers) • Clean Design	
	Bureau Veritas (BV)	• Cleanship + VCS + Certificate of Compliance with NOx requirements of Cleanship Super (tankers)	

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

SA01: Gold (continued)

Category	Emission Reduction Measure		Required Supporting Documentation
	Option	Details	
SA01d: Emission Reduction Technology	Direct water injection	• At anchor and at dock[4] • Auxiliary engines	To be attached to application and to be provided during on-board inspection: • Supplier certificate, purchase order or invoice
	Combustion air humidification		
	Seawater scrubbing		
	Fuel/water emulsion		
	Selective catalytic reduction		
	Exhaust gas recirculation		
SA01e: Alternative Fuels	Natural gas	• At anchor and at dock[4] • Auxiliary engines	To be attached to application and to be provided during on-board inspection: • Supplier certificate, purchase order or invoice
	Biodiesel[5] (B21 – B100)		
SA01f: Fuel Additives	Fuel-borne catalysts	• At anchor and at dock[4] • Auxiliary engines	To be provided ***at least one month in advance*** of application, to environmental_programs@portmetrovancouver.com for determination of acceptability: • Emission and fuel economy testing results involving a third party, preferably with participation of a regulatory agency. o Pending decision by VFPA on acceptability, to be attached to application and to be provided during on-board inspection: ▪ Supplier certificate, purchase order or invoice

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

SA02: Silver

Category	Emission Reduction Measure		Required Supporting Documentation
	Option	Details	
SA02a: Fuel Quality[2]	Use of fuel with ≤ 1.0% sulphur content	• At anchor and at dock[4] • Auxiliary engines	To be provided during on-board inspection: • Bunker delivery note(s): o Fuel type and sulphur content for fuel used at anchor and at dock • Fuel/engine log showing: o Time fuel switch to ≤ 1.0% sulphur fuel took place
SA02b: Ship Classification Society Environmental Designation[3]	Lloyd's Register (LR)	• EP-S • EP-N • EP-V (tankers)	To be attached to application and to be provided during on-board inspection: • Certificate of Classification • Other Certificates (as applicable)
	Nippon Kaiji Kyokai (Class NK)	• EA + SOx • EA + NOx • EA + VOC (tankers)	
	Det Norske Veritas	• Clean	
	American Bureau of Shipping (ABS)	• ES	
	Bureau Veritas (BV)	• Cleanship Super	
		• Cleanship + VCS (tankers)	

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

SA02: Silver (continued)

Category	Emission Reduction Measure		Required Supporting Documentation
	Option	Details	
SA02b: Ship Classification Society Environmental Designation [3] (continued)	Bureau Veritas (BV) (continued)	• Cleanship + Certificate of Compliance with NOx requirements of Cleanship Super	To be attached to application and to be provided during on-board inspection: • Certificate of Classification • Other Certificates (as applicable)
		• Cleanship + Certificate of Compliance with NOx and SOx requirements of Cleanship Super	
		• Cleanship + VCS + Certificate of Compliance with SOx requirements of Cleanship Super (tankers)	
	Registro Italiano Navale (RINA)	• Green Star (tankers)	
		• Green Star Design (tankers)	
SA02c: Alternative Fuels	Biodiesel[5] (B6 – B20)	• At anchor and at dock[4] • Auxiliary engines	To be attached to application and to be provided during on-board inspection: • Supplier certificate, purchase order or invoice

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

SA03: Bronze

Category	Emission Reduction Measure		Required Supporting Documentation
	Option	Details	
SA03a: Fuel Quality[2]	Use of fuel with ≤ 2.0% sulphur content	• At anchor and at dock[4] • Auxiliary engines	To be provided during on-board inspection: • Bunker delivery note(s): o Fuel type and sulphur content for fuel used at anchor and at dock • Fuel/engine log showing: o Time fuel switch to ≤ 2.0% sulphur fuel took place
SA03b: Ship Classification Society Environmental Designation[3]	Lloyd's Register (LR)	• EP	To be attached to application and to be provided during on-board inspection: • Certificate of Classification • Other Certificates (as applicable)
	Nippon Kaiji Kyokai (Class NK)	• EA	
	Bureau Veritas (BV)	• Cleanship	
		• Cleanship + Certificate of Compliance with SOx requirements of Cleanship Super	
	Registro Italiano Navale (RINA)	• Green Star	
		• Green Star Design	
SA03c: Other Environmental Designation	Bureau Green Award	• Green Award Certificate	To be attached to application and to be provided during on-board inspection: • Green Award Certificate

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

SA03: Bronze (continued)

Category	Emission Reduction Measure		Required Supporting Documentation
	Option	Details	
SA03d: Vapour Reduction	Vapour control or recovery system	• Certificate or Statement of vapour control or recovery system (tankers)	To be attached to application and to be provided during on-board inspection: • Certificate or Statement from a Ship Classification Society of vapour control or recovery system
SA03e: Alternative Fuels	Biodiesel[5] (B1-B5)	• At anchor and at dock[4] • Auxiliary engines	To be attached to application and to be provided during on-board inspection: • Supplier certificate, purchase order or invoice

Notes:

1. Shore Power	• The expectation is that the vessel will be built or retrofitted for shore powering (also known as cold ironing) during normal dockside operations ("dock" does not refer to "dry dock" in this criterion, nor in any of the other criteria that apply, for example at anchor and "dock"). Shore power or cold ironing as referred to here would entail shutting down all engines during normal dockside operations, including cargo handling, and replacing all onboard electrical power generation (including powering for reefers, cargo handling equipment, lighting, HVAC, etc) that would have been provided by engines during normal dockside operations, with land-side generation. • As with all the criteria, the vessel needs to be able to do this on the call for which it is applying, regardless of whether the relevant terminal at the VFPA has full shore-side infrastructure available. Partial onboard infrastructure or partial power supply from shore do not qualify. Standard plug-in capability for dry dock operations, often readily available on-board, also does not qualify as it does not meet the expectation outlined.

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

Notes (continued):

2. Fuel Quality	• Rounding: o Fuel sulphur content limits are exact and rounding will not be utilized. For example, 2.01% sulphur fuel does <u>not</u> qualify for bronze. • Fuel Mixing: o Mixing is acceptable if both fuel volumes fall within the % sulphur content criteria specifically for the standard being applied for. The fuel/engine logs will need to show clearly that this is the case, and information needed to reproduce the calculation will need to be made available on board. o Mixing of fuel volumes where one contains a % sulphur content that is higher than the criteria and the other contains a % sulphur content that is lower than the criteria is acceptable so long as the % sulphur of the mixture falls within the criteria. The fuel/engine logs will need to show clearly that that is the case, and information needed to reproduce the calculation will need to be made available on board. o Example Calculation: ▪ 100 tonnes of 1.0% sulphur fuel contains 1 tonne sulphur: 1.0% = (1.0/100) x 100 tonnes = 1 tonne sulphur ▪ 100 tonnes of 2.0% sulphur fuel contains 2 tonnes sulphur: 2.0% = (2.0/100) x 100 tonnes fuel = 2 tonnes sulphur ▪ 100 tonnes of fuel containing 1 tonne sulphur <u>+ 100 tonnes of fuel containing 2 tonnes sulphur</u> = 200 tonnes of fuel containing 3 tonnes of sulphur *Therefore*, Fuel Quality is 3 tonnes sulphur / 200 tonnes fuel x 100% = **1.5% sulphur fuel**

SCHEDULE "A": AIR EMISSION STANDARDS CRITERIA AND REQUIRED SUPPORTING DOCUMENTATION (continued)

Notes (continued):

3. Ship Classification Society Environmental Designation	Lloyd's Register (LR)	EP = basic Environmental Protection designation S = supplemental SOx* notation N = supplemental NOx** notation V = supplemental vapour control/recovery system notation
	Nippon Kaiji Kyokai (Class NK)	EA = basic Environmental Awareness designation SOx = supplemental SOx* notation NOx = supplemental NOx** notation VOC = supplemental vapour control/recovery system notation
	Bureau Veritas (BV)	VCS = supplemental vapour control/recovery system notation
	American Bureau of Shipping (ABS)	ES = Environmental Safety designation
4. At anchor and at dock	• As a vessel is coming in to the VFPA, it needs to initiate use of emission reduction measure once at anchor or dock. Initiation can also occur prior to reaching anchor or dock but is not required. • As a vessel is leaving VFPA, it needs to continue to use the emission reduction measure until immediately prior to departure from anchor or dock. Cessation of use should occur no earlier than this time. Cessation of use can also occur later, but is not required.	
5. Biodiesel	• Percentage bio component eligible for each emission reduction measure is specified by the number immediately following the "B". For example, "Biodiesel (B1-B5)" under Bronze indicates fuel with 1% to 5% bio component as eligible.	

*SOx refers to sulphur oxides
**NOx refers to nitrogen oxides

SCHEDULE "B": AIR EMISSION STANDARD RULES AND APPLICATION PROCESS

SB01 The air emission standard application ("Application") is available on the Pacific Gateway Portal website (www.pacificgatewayportal.com) and must be submitted on-line through the same website.

SB02 Questions regarding completion of the Application and the air emission standards may be sent to the Environmental Programs department via telephone (604-665-9082) or email (environmental_programs@portmetrovancouver.com).

SB03 An Application must be submitted for every vessel call eligible to pay Harbour Dues for which a gold, silver or bronze air emission standard is sought. If these standards are not being applied for, no Application need be completed.

SB04 A vessel call for which no Application is received by the Authority will be charged the basic harbour due rate.

SB05 A vessel is eligible to qualify for an air emission standard if it meets any one of the criteria for that air emission standard.

SB06 A vessel does not have to meet any criteria in a lower (less stringent) air emission standard in order to be eligible to qualify for a higher (more stringent) air emission standard.

SB07 Applications for gold, silver or bronze air emission standards will be verified at the discretion of the Authority. The Authority may access additional information to verify an Application.

SB08 Vessels that do not qualify for gold, silver or bronze air emission standards must pay the basic harbour due rate.

SB09 Owners must provide supporting documentation with their online application in addition to having supporting documentation available on board the vessel for review by the Authority. They must also provide for visual/physical on-board inspection by the Authority. It is the responsibility of the vessel owner or their local representative to provide additional information as requested by the Authority to verify an application.

SCHEDULE "B": AIR EMISSION STANDARD RULES AND APPLICATION PROCESS (continued)

SB10 If a vessel for which an Application, including any amendment or cancellation, is determined by the Authority to be unverifiable, the Authority may, at its sole discretion, charge the vessel the basic harbour due rate set out in section 2A05 of this Fee Document. Unverifiable Applications may include, but are not limited to, those that are:

(a) not received by the Authority at least four (4) days prior to the vessel's arrival in the Harbour;

(b) unclear, lacking information or required documentation;

(c) not in English or French; or

(d) false or misleading.

SB11 If, on two or more occasions in the current calendar year, a vessel for which an Application is determined by the Authority to be unverifiable, the vessel may be required to pay basic harbour due rates for the remainder of the current calendar year and the entire following calendar year, at the sole discretion of the Authority.

Appeals

SB12 Information on appeals related to vessel Applications is available through the online Application in the Pacific Gateway Portal website (www.pacificgatewayportal.com).

SB13 Appeals do not alter the payment conditions, including due dates, of harbour due invoices as per the "PAYMENT OF FEES" section (4A12) of this Fee Document. The outcome of an appeal may result in a reimbursement by the Authority or additional payment by the vessel owner.

SCHEDULE "C": GATEWAY INFRASTRUCTURE FEE APPLICATION

Trade Area	Terminal / Area	Terminal Operator				
North Shore Trade Area	Canexus Chemicals	Canexus Chemicals Canada Limited Partnership				
	Cargill	Cargill Limited				
	Fibreco	Fibreco Export Inc.				
	Kinder Morgan Vancouver Wharves	Kinder Morgan Canada Terminals Limited Partnership				
	Lynnterm East Gate	Western Stevedoring Company Limited				
	Lynnterm West Gate	Western Stevedoring Company Limited				
	Neptune Bulk Terminals	Neptune Bulk Terminals (Canada) Ltd.				
	Richardson International	Richardson International Limited				
	Univar Canada Terminal	Univar Canada Ltd.				
South Shore Trade Area	Alliance Grain Terminal	Alliance Grain Terminal Ltd.				
	Cascadia	Viterra Inc.				
	Centerm	DP World (Canada) Ltd.				
	Lafarge Construction Terminal	Lafarge Canada Inc.				
	Lantic (Rogers Sugar)	Lantic Inc.				
	Pacific Elevators	Viterra Inc.				
	Vanterm	TSI Terminal Systems Inc.				
	West Coast Reduction	West Coast Reduction Ltd.				
Roberts Bank Rail Corridor	Deltaport	TSI Terminal Systems Inc.				
	Westshore Terminals	Westshore Terminals Limited Partnership				

(names current as of October 31, 2010; changes will occur from time to time)